

COTTAM & CO.,  
General Outfitters.  
FOR CYCLISTS,  
CYCLE CAPES,  
CYCLE SHOES,  
&c.,  
&c.,  
Hongkong Hotel Buildings.

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 809. 日四初月正年四十二精光

TUESDAY, JANUARY 25, 1898.

二月廿五日正英港

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD., LONDON.  
DODWELL, CARLILL & CO.,  
General Agents.

THIRTY DOLLARS  
PER ANNUM.

THIRTY DOLLARS  
PER ANNUM.

## BANKS.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... \$100,000

RESERVE LIABILITY OF SHAREHOLDERS ..... \$800,000

RESERVE FUND ..... \$375,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 1 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months ..... 4 per cent.

..... 0 " 39 "

..... 3 " 28 "

..... T. H. WHITEHEAD,  
Manager, Hongkong,

Hongkong, 20th June, 1897.

[31]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND ..... \$7,000,000

RESERVE LIABILITY OF SHAREHOLDERS ..... \$10,000,000

COURT OF DIRECTORS:

St. C. MICHAELSEN, Esq.—Chairman.

Hon. J. J. BELL-IRVING—Deputy Chairman.

C. Bernhard, Esq.

G. D. Böning, Esq. A. I. Raymond, Esq.

G. B. Dodwell, Esq. R. L. Richardson, Esq.

R. M. Gray, Esq. R. Shaw, Esq.

David Gibbons, Esq. N. A. Sibley, Esq.

CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.

MANAGERS:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 3½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

T. JACKSON,  
Chief Manager,

Hongkong, 8th November, 1897.

[9]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted

by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ per

cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

T. JACKSON,  
Chief Manager,

Hongkong, 1st August, 1897.

[10]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... \$1,000,000

Paid up Capital ..... \$1,324,374

HEAD OFFICE—HONGKONG.

Court of Directors—

D. Gilles, Esq.

J. T. Louis, Esq. Chow Tung Shang, Esq.

Chan Kit Shan, Esq. Kwan Ho Chuen, Esq.

Chief Manager,

G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.

On Current Account, Daily Balances 2 per

cent. per annum.

Hongkong, 30th November, 1897.

[8]

INSURANCES:

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

CLASS FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & CO.

Hongkong, 25th May, 1895.

[18]

GENERAL NOTICE:

THE ON TAI INSURANCE COMPANY,  
(LIMITED.)

CAPITAL—TAELLS 600,000] \$333,333.33

RESERVE FUND ..... \$318,000.00

BOARD OF DIRECTORS:

Lee Sing, Esq. Lo Yau Moon, Esq.

Lou Tso Shun, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken

at CURRENT RATES to all parts of the

World.

HEAD OFFICE, 8 & 9, PRAYA WEST,

Hongkong, 17th December, 1895.

[19]

NOTICE:

THE MAN ON INSURANCE COMPANY,  
LIMITED.

CAPITAL SUBSCRIBED ..... \$1,000,000

The above Company is prepared to accept

MARINE RISKS at CURRENT RATES on GOODS

&c., Policies granted to all Parts of the world

payable at any of its Agents.

CHAU TSUNG FAT,

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 25th May, 1894.

[20]

MASONIC.

VICTORIA L. CHAP. LTD.

No. 525, E.C.

A REGULAR CONVOCATION of the

above CHAPTER will be held in the

PARMAHORN HALL, Zealand Street, on

FRIDAY, the 26th instant, at 8.30 for 9 p.m.

precisely. Visiting Companions are cordially

invited to attend.

Hongkong, 20th January, 1898.

[21]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

INTEREST ALLOWED on CURRENT  
ACCOUNT at the Rate of 1 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months ..... 4 per cent.

..... 0 " 39 "

..... 3 " 28 "

..... T. H. WHITEHEAD,  
Manager, Hongkong,

Hongkong, 20th June, 1897.

[31]

FOR STEAMERS CAPTAINS TO SAIL REMARKS  
LONDON &c. ... *Venice* ..... C. H. S. Tocque, R.N.R., Noon, 27th Jan. ... [See Special  
Advertisement.]  
JAPAN, &c. ... *Borneo* ..... F. C. A. Lyop, R.N.R., About 27th Jan. ... [Freight or Passage.  
SHANGHAI]  
LONDON ..... *Ceylon* ..... R. R. Pearce ..... About 5th Feb. ... [Freight or Passage.]

For Further Particulars apply to

H. A. RITCHIE, Superintendent,

Hongkong, 20th January, 1898.

[32]

## TRADE MARK.

Hong Name—

LIQUEURS OF ALL DESCRIPTIONS IN STOCK.

TELEPHONE, No. 135.

H. PRICE & CO.,  
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 25th January, 1898.

[33]

## CURRY

AT THE HONGKONG HOTEL

THE CLUB HOTEL,  
LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and

supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all

Mail-Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager,

Yokohama, 1st October, 1897.

[34]

HAVE YOU TRIED IT?

WHAT? WHY, THAT BEAUTIFUL.

## AMERICAN BUTTER

AT

THE HONGKONG BUTCHERY.

\$1.60 PER ROLL,

OR IN PATS AT 20 CENTS AND 40 CENTS PER PAT.

Hongkong, 25th Dec., 1897.

[35]

READY-MADE OVERCOATS,  
CARDIGAN JACKETS,  
CARDIGAN VESTS,  
WARM UNDERCLOTHING,

Hongkong, 25th January, 1898.

[36]

W. POWELL & CO.

[37]

SANTINI SONS.

JEYES FLUID

Today's  
Advertisements.

NOTICE.

MR. WILHELM HELMS has this day been authorized to sign our FIRM in Canton for us.

ARNHOLD, KARBERG & CO.,  
Hongkong, 25th January, 1898. [164]

THE INSTITUTION OF ENGINEERS  
AND SHIPBUILDERS OF  
HONGKONG,  
INCORPORATED 1891.

NOTICE TO MEMBERS.

THE SEVENTH ANNUAL MEETING  
OF MEMBERS will be held in the ROOMS,  
No. 13, Praya Central, on SATURDAY, the  
29th January, at 8.45 P.M., for the purpose of  
receiving the report of Managing Committee  
and Statement of Accounts for the Year 1897.

E. J. MAIN,  
Hon. Secretary.

Hongkong, 25th January, 1898. [165]

ST. JOHN'S CATHEDRAL,  
HONGKONG.

THE ANNUAL MEETING of Stockholders  
and Subscribers will be held in the CIVIL  
HALL at 4 P.M. on MONDAY NEXT, January  
31st, for the following business:-

To pass the accounts for 1897.

To fill Vacancies on the Church Body.

To elect an auditor for 1898.

To approve the Regulations.

C. W. SPRIGGS,  
Hon. Secretary.

Hongkong, 25th January, 1898. [167]

PUBLIC NOTICE OF EXPIRY OF  
FARM.

THE EXCLUSIVE PRIVILEGE of Pre-  
paring Opium and Selling and Retailing  
Opium so prepared will cease on the 28th  
February, 1898. No Prepared Opium pur-  
chased from us or our Licensees can be used  
after the 2nd March, 1898, at Noon, without the  
consent of the new Holder of such Exclusive  
Privilege as aforesaid.

MAN FOO COMPANY,  
Opium Farmers.

Hongkong, 25th January, 1898. [166]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG."

Captain J. Kyroch, will be despatched as above  
on THURSDAY, the 27th instant, at 4 P.M.  
This Steamer has Superior Accommodation  
for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 25th January, 1898. [168]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, SAMARAN AND  
SOURABAYA.

THE Company's Steamship

"ONSANG."

Captain J. Young, will be despatched as above  
on MONDAY, the 31st instant, at Noon.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 25th January, 1898. [169]

Intimations.

DAKIN, CRUCKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.  
SODA WATER.  
LEMONADE.

GINGER ALE.  
SARSAPARILLA.  
RASPBERRYADE, &c.

DAKIN, CRUCKSHANK & CO.'S WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear compa-  
rison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEETINGS and  
other Large Consumers.

Any complaints should be addressed to the  
Manager.

Hongkong, 1st March, 1897. [30]

DUMINY & CO.  
CHAMPAGNE  
EXTRA DRY

Carte D'Or  
Sco  
Blanche  
Billary  
Demi Sco  
Charmoises  
Apply to  
Measures. DODWELL, CARLIL & CO.,  
HONGKONG,  
AGENTS FOR  
M. OPPENHEIMER & CO., Paris.

Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London  
House, bought direct at first hand, imported in  
wine and bottled by ourselves, thus saving all  
intermediate profits, and enabling us to supply  
the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on  
Application.

PORT after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at  
the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner  
Wines of very superior Vintages. All are  
true Xeres Wines.

CLARET.—Our Claret, including the lowest  
priced, are guaranteed to be the genuine  
product of the juice of the grape and are  
not artificially made from raisins and  
currants, as is generally the case with Cheap  
Wines.

BRANDY.—All our Brandy is guaranteed to  
be pure Cognac, the difference in price  
being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent  
quality and of greater age than most brands  
in the market. The SCOTCH WHISKY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.

We only guarantee our Wines and Spirits to  
be genuine when bought direct from us in the  
Colony or from our authorised Agents at the  
Coast Ports.

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 25, 1898.

REUTER'S MESSAGES.

FRANCE.

LONDON, January 23rd.

Serious Anti-Semitic disturbances have  
occurred in France.

Indescribable scenes have taken place in the  
French Chamber, during which blows were  
freely exchanged and troops were summoned to  
the Lobbies.

GREAT BRITAIN AND RUSSIA IN  
CHINA.

It is officially announced at St. Petersburg  
that the British men-of-war have received orders  
to quit Port Arthur immediately. It is understood  
that this is consequent upon representations by  
Russia to London.

[It is a pity Russia omits to say whether the  
alleged "orders to quit" were from London or  
St. Petersburg. Either way, we are inclined  
to disbelieve the report.]

MORE FRENCH NAVAL REINFORCE-  
MENTS FOR CHINA.

The French warships *Vauban* and *Bretagne*  
have been ordered to China.

LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.60 per £.

In the cricket match between the H.K. Football  
and Cricket Clubs, the former were defeated by  
the Cricket Club by an innings and 180 runs.

CAPTAIN John E. Jellicoe and Lieut. F. A.  
Pawlett have been appointed to H.M.S. *Centurion*,  
dating December 31st and 18th respectively.

A COOKE, who had taken upon himself the  
functions of undertaker and priest, was at the  
instance of Inspector Manu fined \$50 to-day for  
the illegal burial of a child.

Mrs. Lee Hernandez, who has very often  
appeared before the public of Hongkong, arrived  
here on Sunday by the *Choyang* with the New  
York Novelty Co. The Company has been well  
spoken of in the North and they will entertain  
the public in the Theatre Royal some time next  
week and the date of their appearance will be  
duly advertised.

A SPANISH sailor named Ropo charged a Ma-  
ley sailor with a crack-jaw name, with having  
hanged him on the back of the head with a  
stick. The evidence was a little queer but the  
signs of the assault were unmistakable and his  
Worship remanded the case till Friday next.  
The defendant's interpreter had to bear the  
complainant's evidence in English, translate it  
in Malay to defendant and then turn the latter's  
answers into Hindoo and repeat them to  
the court interpreter.

P.C. MCKENZIE brought one of Mr. Kennedy's  
males before the court to-day for threatening a  
pony by kicking it in the stomach. The pony  
was one of two drawing a load of hay and it  
stopped in Murray Road. The officer said he  
asked the master why he did not use his whip  
instead of kicking the animal. The reply was  
that the whip was no good. The constable  
touched the pony with the whip and it went off  
at once. Mr. Kennedy had told the constable  
that he would allow neither Chinese nor European  
to ill-treat his horses. A fine of \$2 was  
imposed.

THE returns of the number of visitors to the City  
Hall Museum for the week ended Jan. 23rd  
are:—Europeans, 155; Chinese, 2812; total  
1,667.

In the Supreme Court to-day, the Chinese pro-  
misory note case, Ip Ping Kwan v. Tsui Chia,  
was concluded. His Lordship giving judgment  
for plaintiff with costs. Immediate execution  
was given to attach some landed property.

It is reported that the proprietors of the Kowloon  
Ferry service have already given orders for the  
construction of another double-ended ferry boat  
of similar design to the *Gilding Star*. The  
*Gilding Star*, or "double-ender" as she is  
usually called, has proved a decided success on  
the Kowloon run and many people are beginning  
to grumble at the discomfort of the older and  
smaller boats. We must congratulate the Ferry  
folk upon the reputation which this new boat  
has earned, and, at the same time, remark that  
we hope shortly to see only double-ended boats  
employed in the ferry traffic.

THE courtesy of the Colonel and the officers of  
the Hongkong Regiment in allowing the band to  
play to the grounds of the Mess on Sunday is  
keenly appreciated by the Kowloon residents! If  
one may judge by the numbers who affect its  
vicinity on that day, there is usually a goodly  
sprinkling of Hongkongites also, and it is certain  
that the band on Sunday afternoon is treading to  
render Kowloon more popular as a place of  
resort. Could not the P. W. D. authorities be  
prevailed upon the place a few seats here and  
there along the sea front for the comfort of those  
listening to the strains of the band.

INSPECTOR Duncan had three more offenders  
in the "Weights and Measures Office" before  
the Magistrate to-day. Strange to say, in the  
case of the chief offender, the scales were in  
favour of the buyer, but the buyer, a marine  
hawker, happened to be the owner of the scales.  
He was fined \$50. The two others, roast pork  
sellers, were of the usual style, and against the  
buyer, and they were fined \$10 each.

THESE is an editor in *Newport News*, Va.,  
whom the British nation ought to rise up and  
thank. For our part, we should esteem it  
happiness if we might but grasp his hand. He  
is a man of tender heart and noble soul. He  
has been, so to speak, dropping a sympathetic  
tear over "England's Waning Power." Like  
another Antony, he has stepped into the forum  
and uttered our funeral oration. He begins,  
indeed, with a quotation from the original  
Antony: "But yesterday the word of Caesar  
might have stood against the world; now  
lies he there, and none so poor to do him  
reverence." But there is at least one great-voiced  
and generous enough to regard with pity the sad  
spectacle. Listen: "There is a melancholy  
note in the death song of England's greatness.  
The decadence of its almost matchless power  
has been gradual, like the decay which follows  
the advancing years of a man's life. Half a  
century ago, the omnipotence of England's  
influence in the Eastern hemisphere was scarcely  
questioned. Then Great Britain raised up  
or struck down nations, monarchies, and  
empires at will. To-day, in its imbecile  
old age, with its intricate and entangling  
colonial possessions, it has become a secondary  
power, whose influence is scarcely felt in  
Europe. . . . Poor old England! But yes-  
terday and to-day might have made or destroyed  
empires. To-day thou art the mark for  
the snubs of a haughty young Czar and bare-  
brained Emperor. Yesterday the thunder of  
thy cannons made monarchs tremble on their  
thrones. To-day thou art the mark of Kildr's  
snubs, while "the sick man of Europe"  
laughs at thy calamities. How are the  
mighty fallen!" There is more, but we  
cannot quote further. If anything is to  
console us for having fallen so low, so  
condition, it is the beauty of this exquisite  
epitaph. England must feel that she has not been  
great in vain to have called forth in her dying  
days such words as those. Inasmuch,  
however, as we find in another column of the  
same paper that the British vessels in  
American waters, and the controlling influence  
of Britain on American trade, we are  
almost in doubt whether it may not be an eman-  
ation of that dreadfully subtle thing—American  
humour.—*The Shipping World*.

The *Saturday Review* believes that the pub-  
lication of the verses "At Dargai," reproduced in  
our columns a few days ago, will prove the  
grave of Sir Edwin Arnold's reputation. With  
its customary brevity it says:—"It is re-  
markable to see how the eminent poetasters  
of the day are getting themselves found in their  
old age. Only the other week it was Mr. Alfred  
Austin who mummified himself in the sacred  
cause of science; Sir Lewis Morris has long  
since leapt into oblivion. Now it is Sir Edwin  
Arnold who goes down alive into the pit; and  
the Largest Circulation in the World graciously  
erects a broken column over the place of his dis-  
appearance. Let any one who supposes that Sir  
Edwin Arnold has left in him any of the making  
of a poet, endeavour to read the doggerel  
rhymes "At Dargai," with which he made his  
last gasp in public life during the past week, and  
he will thereafter hold his peace. Between such  
stuff and even the poor stuff which poets may  
occasionally, while a gulf is fixed over which  
there can be no crossing, the point is not to be  
argued. We will one stanza from the devil's  
decrees that go to form the "Bridge of Hell" over  
which Sir Edwin Arnold's muse makes its bat-  
tue exit:—

"Men of the Gordon Highlanders!"  
"Gone to the Devil's land to take,  
At any needful sacrifice,  
Yonder!—on! His we make it!"

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rhymes "At Dargai," with which he made his  
last gasp in public life during the past week, and

HINDRANCES TO THE DEVELOPMENT OF TRADE IN KWANG-TUNG AND KWANGSI.

(By our Special Correspondent)

CANTON, January 20th, 1898.

In the month of May, 1897, there was presented to both Houses of Parliament a very able and exceedingly interesting "Report on the State of Trade at the Treaty Ports of China." Mr. Byron Bremen, who at present represents British interests at this important port, is the compiler of the report and it does him immeasurable credit, for, in its sixty odd pages there is abundant evidence of shrewd investigation based on a thorough knowledge of our treaty rights, of the corruption and rapacity of the mandarins and the full scope and operation of the Rules appended to the Customs Tariff. It may be averred that this is a backhanded compliment to Mr. Bremen, that it should be taken for granted that all British Consuls in China are able to interpret the treaties in a proper manner and have a thorough grasp of the Rules appended to the Tariff. That may be so, but eighteen years' experience in the Far East has led me to entertain grave doubts on the subject. At all events certain it is that some of them fail to back up intelligent interpretation with the sensible and wholly justifiable action which has distinguished the regime of Mr. Bremen in South China. And it is noteworthy, too, that Mr. Bremen was specially selected for a task of exceptional importance, not only to British merchants, but also to the merchants and traders of all nations interested in the expansion of trade with the vast and populous empire of China. That the selection was a wise one is proved by the Report, a document that should be in the hands of all who wish to arrive at a thorough understanding of the hindrances to the development of trade which the native officials, to their discredit be it said, endeavour to surround and clamp every attempt to expand the import and export trade of the Empire. These remarks are not made for the sole purpose of paying the far-seeing author of the Report a compliment. However, glad I may be to avail myself of the first opportunity to recognize the service he has, by reason of his impartiality and sound judgment, rendered to the mercantile community of the Great West, yet it should be understood that my reason for leading off with special mention of Mr. Bremen's Report is due to the fact that I recognize it as a singular work of reference for all who seek light on the subject on which it has been my good fortune to gather important information in the course of a voyage of discovery to the little-known, because only recently opened, treaty port of Wuchow-Is., on the St. Kiang or West River. I have said that important information has been obtained *en voyage*, and, that being the fact, I feel it incumbent on me to place it without delay before the readers of the *Hongkong Telegraph* as clearly and briefly as possible in this and subsequent, postponing the compilation of the full report of my trip until some of the most objectionable hindrances to the development of trade in the neighbouring provinces of Kwangtung and Kwangsi are exposed. A very large volume could, as Mr. Bremen points out in his Report, be written on the difficulties, the cool, arbitrary and offensive evasions of the mandarins in evading the stipulations of the treaties regarding inland transit trade as contained in our treaties of 1842 and 1858, the most important of which are the sections referring to trade in goods covered by Transit Passes. No useful purpose could be served by indulging in a lengthy discussion of the subject just now. It will be sufficient to quote rule VII of the Rules appended to the Customs Tariff, Article X of the Treaty of Nanking, Article XXVIII of the Treaty of Tientsin and section 3 of Article IV of the Choo Convention and pass on to matters that call for the prompt and careful consideration of all who have important commercial interests at stake in this part of the Flower Kingdom. The quotations, then, which merit special attention and fully justify vigorous action to prevent illegal exactions are as follows:—

Treaty of Nanking, 1842.

Art. X.—His Majesty the Emperor of China agreed to establish at all the ports which are, by Article II, of this treaty, to be thrown open for the resort of British merchants, a fair and regular tariff of export and import customs and other dues, which tariff shall be publicly notified and promulgated for general information; and the Emperor further agrees that, when British merchandise shall have once paid off any of the said ports the regulated customs and dues, agreeable of the tariff to be hereafter fixed, such merchandise may be conveyed by Chinese merchants to any province or city in the interior of the Empire of China, on paying a further amount as transit dues, which shall not exceed—per cent. on the tariff value of such goods.

Treaty of Tientsin, 1858.

Art. XXVIII.—Whereas it was agreed in Article X. of the Treaty of Nanking that British imports, having paid the tariff dues, should be conveyed into the interior, free of all further charges, except transit duty, the amount whereof was not to exceed a certain percentage on tariff value; and whereas, no accurate information having been furnished of the amount of such duty, British merchants have constantly complained that charges are suddenly and arbitrarily imposed by the provincial authorities as transit dues upon produce on its way to the foreign market, and on imports on their way into the interior, to the detriment of trade, it is agreed that within four months from the signing of this Treaty, at all ports now open to British trade, and within a similar period at all ports that may hereafter be opened, the authority appointed to superintend the collection of duties shall be obliged, upon application of the Consul, to declare the amount of duties leviable on produce between the place of production and the port of shipment, upon imports between the Consular port in question and the inland market, named by the Consul; and that a notification thereof shall be published in English and Chinese for general information. It shall be at the option of any British subject desirous to convey imports from a port to an inland market to bear his goods of all transit duties, by payment of a single charge. The amount of this charge shall be leviable on exports at the first port at which they are landed; and on payment thereof a certificate shall be issued, which shall exempt the goods from all further inland charges whatsoever. It is further agreed that the amount of the charge shall be calculated, as nearly as possible, at the rate of two and a half per cent. *ad valorem*, and that it shall be fixed for each article at the conference to be held at Shanghai for the revision of the tariff. It is distinctly understood that the payment of transit dues, by communication or otherwise, shall in no way affect the tariff duties on imports or exports, which will continue to be levied separately and in full.

Choo Convention, 1870.

4.—The Chinese Government agree that Trade Duty Certificates shall be framed under one of all ports, no difference being made in the addition set forth therein; and that, so

far as imports are concerned, the nationality of the person possessing and carrying them is immaterial. Native produce carried from an inland centre to a port of shipment, if *landed* (not intended for shipment to a foreign port, as by treaty, certified by the British subject interested, and exempted by payment of the half-duty from all charges demanded upon it en route), if produced be not the property of a British subject, or is being carried to a port not for exportation, it is not entitled to the exemption that would be secured by the exhibition of a transit-duty certificate. The British Minister is prepared to agree with the Tung-ki Yamen upon rules that will secure the Chinese Government against abuse of privilege as affecting produce. The words *not*, *island*, in the clause of Article VII. of the Rules appended to the Tariff, regarding carriage of imports inland, and of native produce purchased inland, apply as much to places on the sea coast and river shores, as to places in the interior not open to foreign trade; and the Chinese Government having the right to make arrangements for the prevention of abuses theretofore.

Rule 7 Appended to the Tariff.

Rule VII.—*Transit Dues.*—It is agreed that Article XXVIII of the Treaty of Tientsin shall be interpreted to declare the amounts of transit dues legally leviable upon merchandise imported or exported by British subjects, to be one-half of the tariff duties, except in the case of duty-free goods liable to a transit duty of 2½ per cent. *ad valorem*, as provided in Article II of these Rules. Merchandise shall be cleared of its transit dues under the following conditions:—

In the case of Imports.—Notice being given at the port of entry, from which the imports are to be so landed inland, of the nature and quantity of the goods, the ship from which they have landed and the place inland to which they are bound, with all other necessary particulars, the Collector of Customs will on due inspection made, and on receipt of the transit-duty due issue a transit-duty certificate. This must be produced at every barrier station, and *paid*. No further duty will be leviable upon imports so certified no matter how distant the place of their destination.

In the case of Exports.—Produce purchased by a British subject in the interior will be inspected, and taken account of, at the first barrier it passes on its way to the port of shipment. A memorandum showing the amount of the produce and the port at which it is to be shipped will be deposited there by the person in charge of the produce; he will then receive a certificate, which must be exhibited and *paid* at every barrier on his way to the port of shipment. On the arrival of the produce at the barrier nearest the port notice must be given to the Customs at the port, and the transit-dues due thereon being paid, it will be passed. On exportation the produce will pay the tariff-duty. Any attempt to pass goods inwards or outwards otherwise than in compliance with rule, here laid down will render them liable to confiscation. Unauthorized sale, *de transitu* of goods that have been entered as above for a part will render them liable to confiscation. Any attempt to pass goods in excess of the quantity specified in the certificate will render all the goods of the same denomination, named in the certificate, liable to confiscation. Permission to export produce, which cannot be proved to have paid its transit-dues, will be referred by the Customs until the transit-dues shall have been paid. The above being the arrangement agreed to regarding the transit-dues, which will thus be levied once and for all, the notification required under Article XXVIII. of the Treaty of Tientsin, for the information of British and Chinese subjects, is hereby dispensed with.

It may be said that "we all know about these treaties and have copies of them." It is perfectly true that every merchant has a copy of the *Directory* containing copies of the treaties, but it is not every merchant who has either the time or the inclination to look up the articles and as we have it from Sir Michael Hicks-Beach, the Chancellor of the Exchequer, that if the terms of the new loan to China are not accepted the terms as set forth by Reuter are that China opens three ports including Taliwan and Nanking-Is., the non-alienation of the Yangtze Valley, and further power and right to extend the Burma railway through the province of Yunnan. Great Britain will take her stand on Treaty rights (*vide* Reuter's Message of this date), it is advisable that we should all know exactly what our "treaty rights" amount to and have the text of treaties and rules that directly affect our interests ready at hand when difficulties, which are only too likely to occur, arise. Nothing can be clearer than Rule VII. It shows that the intention of framers of the treaties was that our goods should be protected from all inland taxation by Transit Passes. There can be no question about this. There is no groundwork left for the native officials to base arguments or offer obstruction to the free passage of goods inwards and outwards as soon as Transit Passes have been procured, and yet it is a fact that they do blight the development of trade, they do impose illegal taxation, they do "squeeze" Chinese in the service of foreigners, they do get out of trade the equivalent of their inland exactions, they do create monopolies in favour of native craft and native traders, they do stop goods covered by Transit Passes *de transitu* upon the most frivolous pretences and thereby injure the business of the well-established *taikas*, they do concern themselves about the nationality of the person possessing Transit-duty Certificates although it is clearly stated in the Choo Convention that they shall not concern themselves about such matters. Impediments of every description are constantly put in the way of the development of trade in Kwangtung and Kwangsi. The state of affairs is not quite so bad as it was in the early part of the decade now rapidly drawing to a close, but I shall proceed to show in the next article that there are no less than eleven glaring obstacles to trade now in full swing in Kwangtung which by the use of force where diplomacy fails, or has already failed, to bring about necessary reforms may soon be removed, *i.e.* to.

(1) The *Destinations Tax* levied on goods *after* the duties provided for in the Tariff have been paid at the Custom House in Canton. When first instituted, this tax applied only to three prefectures, but since the opening of Wuchow in June last it has, by proclamation of the Viceroy of Liang Kwang, been made operative in six more prefectures, making the total of prefectures thus affected nine instead of three. It is now worth Tls. 200,000 per annum to the Farmer instead of Tls. 160,000 as originally agreed.

(2) The prevention of steamers trading under foreign flags from using the shortest route from Canton to Sambul, thus causing the Hongkong, Canton, and Macao Steamboat Company's vessels and other lines, some of them Chinese, to steam 60 miles further to reach Sambul, on the West River, than the vessels owned by the Ping On Steamship Company, a purely Chinese concern in which certain officials connected with the Lekin Office are known to be interested.

(3) The monopoly of the passenger and cargo trade granted to the Ping On Steamship Company between Canton and the towns situated on the banks of and near the shortest route extending from Canton to Sambul.

(4) The constant and excessive levy of Lekin on goods *in transitu* and the great number of Lekin stations throughout Kwangtung and Kwangsi.

(5) The fact of Transit Passes not being as effective as and as largely availed of as they could and should be.

(6) The fact of Nanning-fu not being an open port.

(7) The fact of the Yangtze Regulations being too fully adopted in regard to Calling Stations on the West River.

(8) Placing on the river and in the Canton Delta and the recognition of the pirates by the officials, who do not prevent them from levying blackmail on owners of timber rafts and other native produce.

(9) The apprehension of foreigners that they will not be properly backed up when demanding all their treaty rights.

(10) The unfortunate failure of various authorities at Canton to profit by the precedent set by the Tariff.

(11) Placing of the levy there of a Terminal Tax.

(12) The levying of Preferential Duties on junk-boats goods.

It is, as a rule, useless to point to evils without suggesting some remedy and I therefore intend, as one result of my investigations, to propose a remedy for the Terminal Tax (which on kerosene oil amounts to 30 cents per case) and for some of the other hindrances to the development of trade. As regards piracy, it will be obvious to all when I have completed my report on that head, that it must be suppressed and it goes without saying that should the Chinese mandarins plead inability to cope with these desperadoes they should not be reluctant to accept the good offices of friendly foreign states. The task would be arduous and dangerous but it is not impossible of accomplishment.

LATE TELEGRAMS.

(Ceylon Independent)

CALCUTTA, January 1st.

The Indian New Year Honours are with a few exceptions, entirely conferred in recognition of family services.

Labour paper report the death of General Dand Shah Khan, late Commander-in-Chief of the Afghan Army.

BOMBAY, January 1st.

The Yekka Khela have blocked All Musjid and Laddi Kotal road. General Hammond's messages, reporting difficulty in the Bori Pass failed to reach Sir William Lockhart. The Oxfordshire Regiment, while on convoy duty in the Khyber, had volleys fired on them from a walled enclosure, wounding Colonel Plowden, Lieut. Owen and some men. The party took cover in a ravine which, however, proved exposed to fire, and so they lost more and were so hampered with wounded that they failed to extricate themselves until another company joined them, when they retired to walled enclosure, until again reinforced. Amongst those wounded were Capt. Parr, while the figures for the rank and file were three killed and eleven wounded. The enemy is showing much activity and following up demolition by foraging.

JANUARY 3rd.

Fifty-one attacks of plague and forty-one deaths occurred at Bombay to-day. The total mortality from all causes was 147.

LONDON, January 4th.

General Gatacre, with Sir Henry Rawlinson, proceeds to Egypt to-morrow to take command of the British Brigade in the Soudan.

A letter from Sir Hayeck Ali, dated December 14th is published wherein he deplores the delay in finishing the Tigris Campaign before the winter which might have been easily avoided if a more just conception of the task had been formed at the outset. It is difficult to say whether the errors with the Military or Civil Government in India.

BOMBAY, January 4th.

Mr. Melton Prior, the veteran war correspondent, is now in Bombay, whence he proceeds to China. On Thursday he was interviewed regarding his recent experience with the Tigris Expedition. In the course of conversation Mr. Prior, confronted with the question as to what was his candid opinion of the campaign, rather hesitated, and then said the plan adopted was quite different from the one he would have expected to see carried into effect. The idea of concentrating an enormous force and then pushing it at one given spot was quite opposed to all preconceived ideas. We thereby paled into the hands of the *taikas* and suffered severely from the very clever tactics they adopted. If the force had been split up into two or three Brigades, and we had attacked at several places simultaneously, the campaign might have had a very different termination. "What have we done now?" he added. "We have inflicted a large amount of damage upon the *taikas*, it is true, but we have left them as full of fight as when we went into the country. Our casualties, I am certain, have been quite as large as those of the enemy. When Spring comes on they are threatened with a renewal of war and further destruction of their crops. They may think that the game is not worth the candle. So far, however, we have not broken their resistance in the least. I am firmly of opinion that the only way to carry out an expedition of this sort successfully is to place it at its head a General in whom you have full confidence and give him a free hand, with no Political Agent constantly at his elbow saying that this village must not be attacked and this tower not destroyed, and with no telegraph from Sirs tying his hands in this direction or in that. A free hand is above all things essential if success is to be achieved. This is what Sir William Lockhart has not had. I must say, too, that I should not be at all surprised if an enquiry were instituted into the question as to why convoys were so weakly guarded and were being so constantly cut up. Of course I know that it was a garrison country to operate in. Every camp was commanded by hills and houses, and the transport train was six or seven miles long; but still, I can only say that it seems extraordinary that these *taikas* were constantly occurring. Look at that case in which a detachment of the Queen's was so boldly engaged. Why 30,000 rounds of Lee Metford ammunition and 73 ponies were carried off actually within miles of the Headquarters Camp at Mudan! Then, look again how often the rear guards got cut off from their supports and suffered heavy loss. This occurred, not once, but again and again. I can only repeat that it was at least extraordinary, making every allowance for the difficulty of the country and the boldness of the enemy."

Thirty-seven attacks and forty-eight deaths occurred from plague at Bombay yesterday.

A letter has reached Mankaid from the Buner Jirga, declining to accede to the terms asked and the Expedition against Bunerwala will therefore advance on the 9th inst.

JANUARY 5th.

Fifty cases and 51 deaths occurred from plague at Bombay yesterday.

General Hammond's force had another rear guard action in the Khyber Pass yesterday. Major Hickman, of the Thirty-fourth Pioneers, being killed. General Bladon's force advances to Katenz and Rastan to-day; opposition is expected in Tanga, Umbeba and Melandai Passes. The troops are in capital condition.

A detachment of native infantry is to be sent to Tanga in the Persian Gulf to protect the telegraph station there and to prevent the recurrence of attacks by bands of robbers, such as killed Mr. Greville.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological stations based on ten years' observations to 1893.

Barometer ..... 30.165

Thermometer ..... 59.0

Humidity ..... 74.0

Rainfall ..... 1.67

TO-DAY.

Tuesday, 25th January, 1898

(Conversion of St. Paul.)

Chinese—*1st of 1st moon of 8th year of Kwong-zi.*

Jewish—*2nd Sela, 5858.*

Mohammedan—*3rd Ramadan, 1316.*

Sun—*Rites* ..... 0hr. 85min.

Sat ..... 0hr. 89min.

High water—Morning ..... 11hr. 05min.

Afternoon ..... 11hr. 11min.

Low water—Morning ..... 0hr. 21min.

Afternoon ..... 0hr. 35min.

ANNIVERSARIES.

1835—St. Paul's Church at Macao burnt.

1841—Sir E. Belcher landed in Hongkong.

1848—Princess Royal married.

1851—Great fire at Tokio; 10,000 houses destroyed and many lives lost.

1861—Murder of Mr. and Mrs. Keeble by pirates on the Tonkin frontier.

1865—Fire at 103 Queen's Road West; 3 lives lost.

1867—Great fire in Saigon; damage \$1,000,000.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
KAGOSHIMA MARU ..... { SEATTLE, WASH., VIA KOBE and YOKOHAMA ..... THURSDAY, 27th January, 1898.  
W. Thompson ..... 21st 4 P.M.

YAMASHIRO MARU ..... { THURSDAY ISLAND, TOWNS' VILL KEPPEL BAY, BRISBANE ..... FRIDAY, 28th January, 1898.  
J. Jones ..... SYDNEY, MELBOURNE ..... 21st 4 P.M.

MARSEILLES, LONDON, NEW CASTLE, and ANTWERP, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO ..... THURSDAY, 3d February, 1898.  
INABA MARU ..... { W. Batbridge ..... 21st 4 P.M.

For further information as to Freight, Passage, Sailing &c, apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 21st January, 1898

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY,  
FOR SANDAKAN AND KUDAT.  
THE Company's Steamship

"DEUCALION,"  
Captain Branch, will be despatched to-  
MORROW, the 26th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 25th January, 1898. [157]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA.  
THE Company's Steamship

"SUNGKIAN,"  
Captain Dodd, will be despatched as above  
TO-MORROW, the 26th instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th January, 1898. [150]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"PORTADELAIDE,"  
to sail about the 26th instant, 1898.  
N.S. "CHAZEE" ..... about 20th February.  
S.S. "ARCYLL" ..... 1st March.  
S.S. "ATHAN" ..... 20th March.  
S.S. "LENOX" ..... 10th April.  
S.S. "ENERGIA" ..... 30th April.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 6th January, 1898. [1913]

NAVIGAZIONE GENERALE ITALIANA,  
(FLORIO & RUBATTINO, UNITED COMPANIES).

STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.  
Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN and  
GENOA.

ALSO  
VENICE and TRIESTE, all MEDITERRANEAN,  
ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS, up to  
CALLAO.

ALSO  
BARCELONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"

Captain Noers, will be despatched as above  
on FRIDAY, the 28th instant, at Noon.  
At BOMBAY the Steamers are discharging in  
VICTORIA DOCK.

For Further Particulars regarding Freight and  
Passage apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 21st January, 1898. [153]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched on  
MONDAY, the 31st instant, at 3 P.M.

The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company  
will be received on board until 5 P.M. on MONDAY,  
the 31st Jan., and Parcels will be received at  
the Agency's Office until NOON on MONDAY, the  
31st Jan. Contents of Packages are required.

No Parcel Receipts will be signed for less than  
\$2.50 and Parcels should not exceed Two Feet  
Cubic in Measurement.

The Steamer will be granted until NOON on  
MONDAY, the 31st instant, at 3 P.M.

The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th January, 1898. [130]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above  
on MONDAY, the 31st instant.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th January, 1898. [132]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANSEAT,"

Captain C. Hamic, will be despatched as  
above on or about the 31st instant.

To be followed by the

S.S. "LYDERHORN" on or about 15th Feb., 1898.

"ORWELL" on or about 28th Feb., 1898.

For Freight, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 6th January, 1898. [67]

THE CHINA MUTUAL STEAM NAVIGA-  
TION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND  
COLOMBO.

(Taking Cargo at through rates for  
LIVERPOOL, GLASGOW, CONTINENTAL PORTS,  
RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY,"

Captain D. Davies, will be despatched as  
above on or about the 8th February.

For Freight, &c, apply to

HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 19th January, 1898. [142]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

STRAITS, CEYLON, MEDITERRANEAN  
PORTS, ANTWERP, BREMEN AND  
HAMBURG.

THE Company's Extra Steamship

"LYDERHORN,"

will be despatched as above on or about the 15th  
February.

To be followed by the

S.S. "ORWELL" on or about the 28th  
February.

For Freight, &c, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 28th December, 1897. [1924]

Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS).

THE Steamship

"VERONA,"

Captain C. H. S. Toocque, R.N.R., carrying Her  
Majesty's Mails, will be despatched from this for  
BOMBAY, &c, on THURSDAY, the 27th  
January, at Noon, taking Passengers and Cargo  
on the above Ports.

All Cargo for France and London will be  
transhipped at Colombo into a steamer proceeding  
direct to Marseilles and London.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.

For further Particulars, apply to

H. A. RITCHIE,  
Superintendent.

Hongkong, 13th January, 1898. [1]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN and HAMBURG,  
PORTS IN THE LEVANTE,  
BLACK SEA AND BALTIK PORTS:

ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

PREMIER ..... | Tuesday ... | 1st Feb.

Sachsen ..... | Tuesday ... | 21st March.

Bayern ..... | Wednesday | 30th March.

Prins Helderich ..... | Wednesday | 27th April.

THE OVERLAND RAILWAYS,  
AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Dort (via Shanghai) | Nagasaki, Kobe, In- | Thursday, 3rd Feb.,  
land Sea, Yokohama and | Noon.

Honolulu ..... | Nagasaki, Kobe, In- | Saturday, 12th Feb.,  
land Sea, Yokohama and | Noon.

Form (via Shanghai) | Nagasaki, Kobe, In- | Thursday, 3rd March,  
land Sea, Yokohama and | Noon.

Honolulu ..... | Nagasaki, Kobe, In- | Noon.

THE U. S. MAIL LINE.

PACIFIC MAIL STEAM-  
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via  
Amoy, Shanghai, Nagasaki, Kobe, In- | Wednesday, 26th Jan.,  
land Sea, Yokohama and | Noon.

Honolulu ..... | Nagasaki, Kobe, In- | Saturday, 12th Feb.,  
land Sea, Yokohama and | Noon.

Form (via Shanghai) | Nagasaki, Kobe, In- | Thursday, 3rd March,  
land Sea, Yokohama and | Noon.

Honolulu ..... | Nagasaki, Kobe, In- | Noon.

CITY OF Peking

will be despatched for SAN FRANCISCO, via  
AMOY, SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA & HONOLULU on  
WEDNESDAY, the 26th January, at Noon, taking  
Passengers and Freight for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu, and  
passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO  
GRANDE, and NORTHERN PACIFIC RAIL-  
WAY, also the CANADIAN PACIFIC RAIL-  
WAY on payment of £4 in addition to the  
regular tariff rate.

Passengers holding ORDERS FOR OVERLAND  
CITIUS in the United States have, between  
SAN FRANCISCO and CHICAGO, the option  
of the SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO  
GRANDE, and other direct connecting  
Railways, and passengers are allowed to break  
their journey at any point en route.

Passengers holding ORDERS FOR OVERLAND  
CITIUS in the United States have, between  
SAN FRANCISCO and CHICAGO, the option  
of the SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DEN